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SUNDAY, OCTOBER 14, 1906.

The Game of War in Peace.

"War is a game which, when they play, kings would not play at," runs the old saw; and there are many modern instances. Neither kings nor presidents, nor republics nor monarchies, seem able to resist the manifold temptations of the royal game. The world is in a state of peace, yet warlike preparations are being made on every side, and there is scarcely a statesman, from China to Peru, who is not preaching the need of more ships and more guns and more soldiers. If, as Napoleon used to say, war is largely a matter of positions, are not all the great powers in a state of constructive warfare with each other? No sooner does one great power build a big battle ship than another great power builds a bigger, and the enemy vintages tremble. Our naval programme outvies that of the German Kaiser; therefore, we have humbled the pride of that haughty monarch. England discloses three terrible and unsuspected lieutenants lying in her shipyards, and thereby achieves a notable naval victory over the combined fleets of Europe well-nigh comparable with the destruction of a hostile armada. Her naval supremacy is thus as effectively maintained as if she had sunk half a dozen battle ships. The United States is almost as conspicuous as that of the Russians in the Sea of Japan.

This method of carrying on the war game has the high approval of all the masters of statecraft, both here and in Europe. Doubtless it has its advantages over more sanguinary ways of inflicting defeat and humiliation upon the hated foe. There are no long lists of killed and wounded, no war-stricken wives and sweethearts, and no war orphans. No heroes are welcomed home or cravens hailed before courts-martial. Like a game of chess, the business quietly goes ahead, and our dearest national foe is checked by skillful moves on the draught-board of a naval constructor. A brief paragraph in the papers announcing somebody or other's new naval programme is all that we hear of what turns out to be a most important maneuver in the international battle for supremacy. But in the chancelleries of the world powers due notice is taken of the matter, and presently some Emperor or President or other war lord arises to say that he is profoundly in favor of peace among the nations, but that peace would be easier to maintain if half a dozen war ships costing five millions each were added to the navy.

By all means let the peace and peace-constructive game of war go on. Better a thousand battle ships than one real conflict; better to keep the shipyards busy than the casert factories. It is only a question of money, anyway; like all else nowadays, the war game has become commercialized; the victory goes to him who has the longest purse. By this token we are invulnerable. What nation can ever achieve a conquest over the illimitable dollars of the great American Republic?

Are Americans Courtneys?

There is much to be said on both sides of the question discussed by Agnes Repplier in a current magazine. "Are we a courteous people?" she asks; and then she answers in the negative. She cites the brusque and overbearing manner of the railway officials, the disdain and indifference of the saleswomen, and, above all, the lack of common manners by Americans in their fellow-beings. This latter wholesale indictment is based upon a single fact. A man in New England who received his paper on Sunday morning without a word of greeting either to the carrier or the latter's little daughter is accepted apparently as a type of the entire American people.

We beg leave to dissent from Miss Repplier's conclusion. It may be that every American farmer does not stand at his door, as in Tournai, to bid good morning to the passer-by. It may be that every housekeeper does not, as in the canton of Valais, offer hospitality to every stranger who meanders along the road. As a matter of fact, we believe that if it came down to actual count, person for person and house for house, there would be more manifestations of courtesy in the rural regions of the United States than in the favored localities mentioned by Miss Repplier. But even if this be not true, there can be no doubt that politeness and courtesy are marked characteristics of the average American. Archibald Forbes, the famous war correspondent, once bore convincing evidence to the almost universal desire of an American to be obliging. He was anxious to be directed to a certain address and accosted at random a man whom he met in the street. The stranger not only located the place for him, but after guiding him thence invited him to take a drink. "That man," commented Forbes, "was a Christian."

The kindly spirit which actuates the average American is manifested everywhere, even in New England, where occurred one incident to excite Miss Repplier's displeasure. In the West there is much bustle and a sort of a devil-take-the-hindmost feeling; and yet even in the West there is a civility as brave and tender as ever stirred the soul of Lancelot or Geraint. The Southern people are proverbially polite. Who does not recall the trolley car conductors of Richmond stepping down from their platforms to assist ladies into the cars? Col. Carter, of Carterville, does not exist in fiction only. His prototypes pay homage to the fair sex in every city and town south of Mason and Dixon's line.

So accustomed are we, in fact, to experiencing politeness everywhere that the "end-on-hog" the quintessence of impoliteness, is pictured in picture and rhyme as a detestable creature. It is safe to say that if a record should be kept of one day's observations, the chronicle

would show a score of courteous acts to one that savored of meanness and churlishness. Compared with England, where politeness is a lost art, this country is an aggregation of Chesterfields. Our courtesy, too, is more sincere than in France, where it is too frequently superficial and affected. In fact, any one who asserts that we are not a courteous people has not observed us with accurate eye. We may not possess all the divine graces, but inaurability is not our besetting sin.

Baltimore's Shipping Strike.

After a week or more of agitation, a settlement has been reached of the strike of steamer captains and employees which tied up a large portion of Baltimore's great shipping interests. The result is substantially a concession of the demands made by the steamer captains and mates for an increase of pay, though the steamship corporations hold, theoretically at least, to their attitude of not dealing with the union to which their employees belong.

The strike started at the point of the controversy, according to the view of the employees, who declined to deal with the grievances of their captains through the union on the ground that membership of captains in such union would be subversive of discipline aboard ship. In the settlement, however, the steamship companies agreed to raise no objection to membership in the union, while insisting that they would continue to deal with their own players direct. A similar issue was fought out on the Great Lakes a year ago, resulting in the defeat of the union, but in Baltimore the inconveniences resulting from the strike were so great that there was a strong demand on the part of business and shipping interests for a settlement of the controversy, and public sentiment did not appear to favor the contention of the employees.

The old question whether transportation companies should permit differences with their employees to interfere with their duties as common carriers, and whether an ordinary labor dispute should be allowed to tie up commerce, to the loss of shipper and consumer. On this point the bureau of statistics of the State of Maryland, which made an inquiry into the strike, reported that the corporations involved, being chartered as common carriers, owed to the State and to its citizens "to continue the service of their boats in the transportation of passengers, mail, and freight, and the question of a little increase in the cost of wages, or the subsidiary question of discipline, should not be allowed to interfere with the ordinary transaction of business." The consideration mentioned are at least as important as those advanced in behalf of the employees. There ought to be some way of avoiding such serious disturbances of trade as characterized the Baltimore strike, even if compulsory arbitration were the only remedy, for the public interests at stake are too great to be lightly set aside by either employer or employee. Some such remedy has been suggested by the Maryland bureau of statistics, which advises arbitration in all labor disputes involving common carriers or public service corporations.

Achieving the Impossible.

Capt. Richmond Pearson Hobson, who defeated Congressman Bankhead for Congress, declares that the South will never accept Mr. Bryan's government ownership views. In this, Capt. Hobson is doubtless quite right. It is the opinion of a great many thoughtful Southerners.

Stranger things than that have happened in the South, however, and, curiously enough, the election to Congress of Capt. Hobson furnishes one shining example.

Capt. Hobson made his fight for Congress almost entirely and alone upon the one issue of a bigger navy. That, and that only, was the slogan of his campaign, and he won by a landslide. No wonder, for a thousand battle ships than one real conflict; better to keep the shipyards busy than the casert factories. It is only a question of money, anyway; like all else nowadays, the war game has become commercialized; the victory goes to him who has the longest purse. By this token we are invulnerable. What nation can ever achieve a conquest over the illimitable dollars of the great American Republic?

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